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Rebaho Promedio di Empleado Ta 300 pa Anja den 10 Anja

Situacion di empleo na Lago a baha durante ultimo diez anja na razon di un promedio di mas of menos 300 trabao pa anja, segun un reciente estudio di cifranan di payroll ta indica. E resultado final, na fin di 1959, tabata un total di 5033 empleado activo. E rebaho no ta representa layoff como tal, pero ta e cambio total causá door di tur forma di separacion, incluyendo pensionamiento, renuncio, layoff y otro motibonan.

Diez anja pasá e siman aki e presidente di e tempo, J. J. Horigan, a haci e promer anuncio publico cu Lago tabata haya necesario pa cuminza un reduccion gradual di trahadornan. Durante varios luna antes di e anuncia mayorí empleado cu tabata laga compania no tabata worde reemplazá, y empleadonan cu worde tumá ariga base temporario tabata worde terminá atrobe tan pronto cu e trabao pa cual nan a worde empleá a caba.

Sinembargo, condicionnan di competicion y over-supply mundial den industria di petroleo, combiná cu e completacion di e atrazo grandi di trabao di construccion y mantenencion cu a acumula durante guerra, tabata dicta cu Lago lo mester sigui manteene mas trahador cu tabatin trabao. Forzosamente, Sr. Horigan a splica, layoff a bira necesario.

"Ta un hecho pisá," el a bisa, "cu den e dianan aki di competicion masha fuerte den industria di petroleo, ningun compania cu ta expecta di manteene su mes den negoshi por permiti pa tene forza ertra ariba payroll." E pronosticacion di Sr. Horigan cu e reduccion di forza lo ta gradual a materializa. Durante e periodo di diez anja e rebaho a alcanza un promedio di mas of menos 300 trabao pa anja. Durante e ultimo tres anja e rebaho aki tabata ainda un poco mas halto esta mas cu 400 trabao pa anja.

E luna aki, na Februari, 1960, e cifra di empleo a caba di saak bao 5000; esaki ta di promer vez den 20 anja desde 1940 cu e cifra di empleo a baha bao di e suma di 5000.

Durante anjanan cu a pasa e competicion di cual Sr. Horigan a papia a bira ainda mas intenso, mientras construccion di refinerianan nobo y mas eficiente a sigui tuma lugar. Ademas otro factornan tal como cambionan den operacion y aumentonan di belasting cu a subi y cu ta afecta e costonan di Lago y su posibilidadnan di empleo. Den un discurso na ocasion di e reunion di cambio di Lago Employee Council luna pasá, Vice Presidente W. A. Murray a declara cu e reduccion di costonan lo sigui ser un di e responsabilidadnan mas urgente di directiva. Esaki segur lo necesitá mas reducion gradual di empleo den futuro.

Marshall, Wathey Young Ta Retira Den February

Tres empleado mas a bai cu pension e luna aki. Nan ta Robert E. Marshall, driver I den Mechanical-Garage, kende a retira Feb. 1 despues di traha pa Lago binti-siete anja y diez luna. Harold C. Wathey ta retira Maart 1. El tabata promer luitenant den Lago Police Department y tin binti-cuatro anja cinco luna di servicio. David R. N. Young, painter B den Mechanical-Paint, a laga servicio Feb. 1 pa retira subsequentemente despues di diez-siete anja, siete luna di servicio.

Sr. Marshall a cuminza traha Oct. 14, 1930 como laborer den pressure stills. Despues el a bira nabegante cu Esso Transport Company, Ltd., pa tres anja y despues el a bira tradesman cuarta clase den Mechanical-Carpenter. Na 1935 el a bira dry dock laborer y por ultimo el a bira dry dock helper A na Mei 1945. El a transferi pa Mechanical-Pipe na 1954 como pipefitter helper A, y e mes anja el a pasa pa Garage y a bira chofer na November 1955.

Sr. Wathey a cuminza traha cu Lago Aug. 1, 1935 como clerk den Police Department. El a worde promovi pa tradesman tercera clase na November 1935 y despues a bira junior clerk II na Januari 1937. El a avanza pa junior clerk I na April di anja y a bira assistant chief watchman na September. Sr. Wathey a bira segunda luitenant na Januari 1943 y promer luitenant na 1952.

Sr. Young a cuminza cu Lago como laborer D den Mechanical-Yard Juni 8, 1942. El a transferi pa Mechanical-Paint. E promocion di Sr. Young pa painter B a bini na Mei 1958.

Seminar Leader Has Had Varied Writing Career

Paul H. Wagner, the man who will conduct the seminar on "Effective Writing" next month, is an associate college professor in journalism, has authored three books on written communications and is a former newspaperman, free lance writer and radio writer.

An associate professor in the School of Journalism at Ohio State University in Columbus, Ohio, Mr. Wagner will present a seminar intended to perfect the writing skills of the employee who originates letters, memoranda and reports in the course of his daily work. The seminar starts March 7 and will

continue through March 31. Enrollment will be limited to twenty-five members in each of two classes meeting either Monday and Wednesday evenings from 7:30 to 9:30 or Tuesdays and Thursdays at the same time.

Presently teaching courses in informational writing and communications, Mr. Wagner worked as a reporter and copy editor on the Milwaukee Journal, The Wisconsin State Journal, the Indianapolis Times, the Columbus Citizen and Columbus Dispatch (Ohio). He was associated with the Chicago Tribune and was a writer for radio station WHAS in Louisville, Kentucky.

Mr. Wagner is the author of three books, *The Man Behind the Message*,

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P. H. Wagner

Annual Employee Decline Averages 300 over 10 Years

Employment at Lago has declined over the past ten years at an average of approximately 300 jobs per year, according to a recent study of payroll figures. The net result, at the end of 1959, was total active employment of 5033. The decline does not represent layoffs as such, but is the net change brought about by all forms of separation, including retirements, resignations, layoffs and others.

Ten years ago this week the then president, J. J. Horigan, made the first public announcement that Lago found it necessary to embark on a gradual reduction of forces. For several months before the announcement most employees leaving the company had not been replaced, and employees temporarily recruited were being released as the work for which they had been hired was finished.

However, world-wide conditions of competition and over-supply in the oil industry, combined with the completion of the huge backlog of construction and maintenance work that had built up during the war, made it plain that Lago would continue to have more men than it had jobs. Reluctantly, Mr. Horigan pointed out, layoffs had become necessary.

"It is a hard fact," he said, "that in these days of very strong competition in the oil industry, no company expecting to stay in business can afford to carry extra men on the payroll."

Mr. Horigan's prediction that the reduction of forces would be gradual has been borne out. During the ten-year period the decline has averaged approximately 300 jobs per year. Over the last three years it has been somewhat higher, averaging over 400 per year.

This month, in February, 1960, employment has dipped slightly under 5000; this is the first time in 20 years, since 1940, that employment has been below the 5000 mark.

The competition Mr. Horigan spoke of has become even more intense with the passing years, as the construction of new and more efficient refineries has continued. In addition, other factors, such as changes in operations and increases in taxes, have arisen to affect costs of doing business and employment possibilities in Aruba. In a talk made at the Lago Employee Council turnover meeting last month, Vice-President W. A. Murray pointed out that the reduction of costs will continue to be one of management's most pressing responsibilities. This will require a further gradual reduction of employment for some time to come.

Equipo Ta Studia Desperdicio di Azeta den Januari

E dripimento constante di un kramanchi di awa cu ta lek a causa mas di un persona henter un anochi despierto plus e extra placa di un cobranza di awa mas halto. Podiser un pomp cu ta lek den refineria no ta stroba sonjo di ningun hende, pero seguramente e ta costa compania placa den desperdicio innecesario di azeta.

For di 581 pompan di hydrocarbon recientemente investigá den refineria, un total di 510 barril di azeta ta worde perdi diariamente door di lekmento. Na a razon aki 182,500 barril ta bai perdi den un anja di tempo, y un gran parti no por worde recobrá mes pa motivo di evaporation. Y loke por worde recobrá na primary separator ta termina den slop oil cu ta requeri mas procesamento promer cu a por worde bendí.

Asina ta bin socede anto cu a desperdicionan di azeta for di tal fuente nan manera pompan cu ta lek por ultimo ta reflecha den prijsnan.

Pompan cu ta lek den ningun caso ta e fuentenan mas grandi di desperdicio di azeta na Lago. Pero nan ta contribui grandemente si na a total di 1,306,700 barril di azeta cu ta worde perdi anualmente.

E estudio di pompan tabata un di e promer proyectoran cu a equipo di Oil Conservation Survey a emprende. Accion imediata pa para lekmento di pomp tabata e promer orden. Ora B. W. Vigneault, ariba encargo special for di Mechanical Department, y E. Graf, un machinist A den Mechanical-Machinist, mira un pomp cu ta lek nan ta purba stop a lekmento door di cerra e packing gland. Si (Continua na pagina 3)

Jazz Fans 'Dig' Louis Armstrong



MORE THAN 2000 jazz lovers tapped their toes at the concerts given by the Ambassador of Jazz — Louis Armstrong.

PIANAN DI mas cu 2000 amante di jazz tabata bati na concertonan duna door di Ambassador di Jazz.

tonks and fancy women. Yet it had human warmth and original music — music molded and nurtured into jazz one of America's few true forms of folk music. The Satchmo has written songs as well as sung them with his gravel-like voice. But more im-

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Satchmo Features Sideman

Not one to hog the limelight, the Satchmo had every one of his sidemen demonstrate their versatility. Mort Herbert slapped the daylights out of his big bass and Danny Barcelona did his best to break up his drums. "Peanuts" Hucko rippled through some hot numbers on his clarinet and Trummy Young was outstanding when he unlimbered his big trombone. At the piano, with total command, was Marty Napoleon.

But the undisputed star of the concerts was the Satchmo himself. Though he's pushing sixty, the jazz king shows no signs of tiring. While he's on stage, his energy seems boundless. Fatigue takes over only after the show has ended. He has been interpreting jazz with his trumpet for forty-three years. His first record was cut in 1922 when he performed in King Oliver's famous all-Negro band.

Born in New Orleans at the turn of the century, Louis Armstrong grew up in James Alley, Back o' Town, a ripe, loud world full of toughs, honky-

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Four Men Promoted Feb. 1 In TSD-Labs and Process



F. E. Wever



E. R. Goedgedrag



G. H. LeBus



J. J. Payton

The promotions of two TSD-Laboratories men and two TSD-Process men were announced Feb. 1. Named group head C in Lab. No. 1 was Federico E. Wever and named assistant shift leader in the same lab was Eleuterio R. Goedgedrag. Both George H. LeBus and John J. Payton have been named senior engineers in TSD-Process.

Mr. Wever has been in the laboratories during his entire twenty-three years of service. He started in April, 1936 as a junior laborer and in succession was promoted to sample boy B and A, tester G, E, D, C, B and A; junior chemist and assistant shift

Trans Caribbean Ta Cuminza Vuelo New York-Aruba

E vuelo inaugural di un DC-6B di Trans Caribbean Airways pa Aruba desde New York y San Juan a wordé fihá pa tuma lugar Diahuebs, Feb. 18, pa 9:45 a.m. Ora e avion aki toca na Prinses Beatrix Vliegveld esaki lo marca di dos compania aereo cu ta drenta Aruba pa mantere e trafico entre Aruba y Estados Unidos.

Tanto Civil Aeronautics Board na Estados Unidos como gobierno di isla di Aruba a sanciona e decision di Trans-Caribbean pa duna servicio di pasagero y carga entre Aruba y New York City via San Juan, Puerto Rico. Segun fuentenan confiable e tarifa ida y vuelta entre Aruba y New York lo ta \$140. E tarifa ida y vuelta entre Aruba y San Juan ta \$50.

Servicio Lo Cuminza Feb. 15

Servicio oficial lo cuminza Feb. 17 cu un vuelo di Trans-Caribbean saliendo na su ora regular di 11:45 p.m. for di New York. Yegada na Aruba ta e siguiente manta, Feb. 18, pa 9:45. For di aki, vuelonan lo laga New York tur Diarazon y Dia-bierna anochi, lo haci escala na Puerto Rico, y lo yega Aruba pa 9:45 a.m. Diahuebs y Diasabra.

Trans Caribbean ta un division di Air Transportation Company di New York y tabata fundá diez-cinco anja pasá. E ta mantene bini-dos vuelo semanal entre New York y San Juan cual ta geboek completo pa un promedio di 92 por ciento. Un linea aereo mester base su tarifanan ariba e cantidad promedio di pasageronan cu e ta transporta ariba su vuelonan. Esaki por splica anto e tarifanan abao cu ta worde ofreci door di algun linea. Trans Caribbean lo usa e potente DC-6B di cuatro motor cual ta crusa na mas of menos 340 mila pa ora pa haci e vuelonan aki. Trans-Caribbean ta un miembro di IATA, International Association of Transport Airlines.

Lo Lagá Aruba pa 11 a.m.

Vuelonan lo laga Aruba pa San Juan y New York pa 11 a.m. tur Diahuebs y Diasabra. Ora di yegada na New York no a worde anuncíá. Na tur dos punto e linea ta ofrecomunicacion pa otro lugarnan.

Eheutivonan di Trans-Caribbean y miembronan di prensa tabata invitá pa haci e vuelo inaugural.

SEMINAR LEADER

(Continued from page 1)

Radio Journalism, and Communications in School Administration. In addition, he has written some twenty-six articles for magazines, journals and trade publications. Other writing credits include work on two educational films for the fields of journalism and communications.

Mr. Wagner was educated at the University of Wisconsin and Stanford University and previously taught at Indiana and Ohio universities. He was cited in 1948 for outstanding research in communications and in 1953 by Sigma Delta Chi for outstanding contributions to journalism education.

Qualifications for enrolling in the course are based only on an individual's experience in writing business and technical material. Application blanks can be obtained at the Training Division in the Administration Building and must be submitted by March 1.

Lider di Seminar Tin Carera Variá Den Periodismo

Paul H. Wagner, e homber cu lo conduci e seminar tocante "Scirbimento Efectivo" otro luna, ta un associate college professor den periodismo, a scirbi tres buki tocante comunicacion por escrito y ta un anterior periodista, escritor liber y escritor pa radio.

Un professor asociado den School of Journalism na Ohio State University na Columbus, Ohio, Sr. Wagner lo presenta un seminar intencioná pa perfecciona e habilidad di scirbi di empleadonan cu mester origina carta, memoranda y informenan den curso di nan trabao diario. E seminar ta cuminza Maart 7 y lo sigui te Maart 31. E cantidad di persona cu por participa lo ta limitá na dos klas di bini hundo Dialuna y Diarazon anochi for di 7:30 pa 9:30 p.m. of Diamars y Diahuebes na e mes tempo.

Actualmente dunando instruccion den scirbimento informativo y comunicacion, Sr. Wagner a traha como reporter y redactor di copia cu Milwaukee Journal, The Wisconsin State Journal, Indianapolis Times, Columbus Citizen y Columbus Dispatch (Ohio). El tabata asociá cu Chicago Tribune y tabata un escritor pa e stacion di radio WHAS na Louisville, Kentucky.

Sr. Wagner ta e autor di tres buki, "The Man Behind the Message," "Radio Journalism" y "Communications in School Administration." Ademas, el a scirbi mas of menos bintiseis articulo pa revista y diferente otro publicacionnan. Tambe el a coopera den dos pelicula di educacion den terreno di periodismo y comunicacion.

Sr. Wagner tabata educá na Universidad di Wisconsin y Stanford University y anteriormente el a duna instruccion na universidadan di Indiana y Ohio. Na 1948 el a recibi citacion pa experimentacion sobresaliente den comunicacion y na 1953 door di Sigma Delta Chi pa contribucionan sobresaliente den educacion di periodismo.

Cualificacionnan pa tuma parti den e curso ta basá solamente ariba experiencia di un persona den scirbimento di material comercial y tecnico. Formularionan di aplicacion por worde obteni na Training Division den Administration Building y mester worde mandá aden no mas laat cu Maart 1.

Seminar di Engineers' Club Ta Habri Feb. 15

Ainda tin tempo, Dialuna henter dia, pa tuma contacto cu miembronan di Engineers' Club Seminar Committee pa regista den seminar di e club titulá "Operations Planning."

E seminar cu lo tuma siete siman largo ta cuminza Dialuna anochi, Feb. 15, pa 7:30 den Administration Building Conference Room y lo worde teni ey tur subsiguiente Dialuna te 9 te dia e seminar yega na su fin.

E seminar, cual ta habri pa tur hende, ta costa solamente Fls. 5. Esaki lo worde restitui si tur e sessionnan worde atendi. E siete topiconan a worde selectá pa cubri e imagen di petroleo den henter mundo y tambe pa presenta informacion di primera mano tocante e presente y futuro prospecto na Lago. E topiconan ta "Industria Petrolero y Lago," "Economia y Planeamiento — Largo Termino," dos sesion toante "Operations Coordination — Planeamiento a Corte Termino," "Operaciones Marítimo," "Mechanical Planning — Largo Termino," y un

sesion di clausura cual lo worde conduci pa Gerente General W. A. Murray. Sr. Murray tambe lo presenta diplomas na e participantenan den e seminar.

Registration por worde haci yamando J. E. Kirwin, J. B. Opdyke, F. C. Eaton of R. C. Bergfield.



THE NEW Antillean flag replaces the familiar Esso house flag in front of the GOB and at all gates on holidays related to kingdom unity and on birthdays of members of the royal family. The new flag was officially adopted last December.

E BANDERA nobo di Antillas ta reemplaza e bandera familiar di Esso dilanti Oficina Grandi y na portanan ariba dianan di fiesta cu tin di haci cu union di Koninkrijk y cumpleanos di familia real. E bandera nobo a ser adoptá December pasá.

Engineers' Club Seminar Starts Monday, Feb. 15

There is still time, all day Monday in fact, to contact members of the Engineers' Club Seminar Committee for enrollment in the club's seminar titled, "Operations Planning."

The seven-week-long seminar starts Monday evening, Feb. 15, at 7:30 in the Administration Building Conference Room and will be held there every successive Monday evening from 7:30 to 9.

The seminar, open to everyone, costs just Fls. 5. This will be refunded if all sessions are attended. The seven topics have been selected to cover the over-all world oil picture as well as present first-hand information of the present and future outlook at Lago. Topics are "The Oil Industry and Lago," "Economics and Planning — Long Range," two sessions on "Operations Coordination — Short Range Planning," "Marine Operations," "Mechanical Planning — Long Range," and a wind-up summary session which will be conducted by Vice-President W. A. Murray. Mr. Murray will also present diplomas to seminar participants.

Enrollment can be made by calling J. E. Kirwin, J. B. Opdyke, F. C. Eaton or R. C. Bergfield.

Ocho A Recibi Oloshin pa Largo Servicio Atrobe

Durante ceremonianan teni na Reception Center Feb. 3, oloshinan di oro conmemorativo a worde presentá na siete empleado cu cumpli binti-cinco anja di servicio. E presentacion a worde haci door di Gerente General W. A. Murray.

E siete empleadonan di largo servicio ta D. Fryback, administration; N. Faucett Jr., field; M. Dijkhoff, boiler; I. Bislip, garage; y A. Willem, pipe, tur di Mechanical Department; C. E. Oduber, Process-LOFF, y J. Werleman, Process-Receiving & Shipping (Wharves).

Presente pa atende e ceremonianan y pa felicita e recipientenan tabata mas of menos diez-ochos supervisor y miembronan di directiva.

Un otro oloshin pa largo servicio a worde mandá pa Aubrey L. Buckmire, anteriormente kokki den General Services-Dining Hall, kende a laga Lago pa regresa Grenada promer cu esaki por a worde presentá na dje.

E ocho oloshinan entregá na Febrero ta trece na un total di 793 e cantidad di oloshinan presentá desde principio di e plan aki.

Annuitant Ranks Get Marshall, Wathey, Young

Three men left company service this month for retirement. The three are Robert E. Marshall, driver I in Mechanical-Garage, who retired Feb. 1 after serving Lago twenty-seven years and ten months. Harold C. Wathey left for subsequent retirement March 1. He was a first lieutenant in the Lago Police Department with twenty-four years, five months of service. David R. N. Young, painter B in Mechanical-Paint, left Feb. 1 for subsequent retirement after serving Lago for seventeen years, seven months.

Mr. Marshall started with the company Oct. 14, 1930 as a laborer in the Pressure Stills. He was a sailor with the Esso Transport Company, Ltd., for three years then became a Mechanical-Carpenter tradesman fourth class. In 1935 he became a dry dock laborer and ultimately



H. C. Wathey



became a dry dock helper A in May, 1945. He transferred to Mechanical-Pipe in 1954 as a pipefitter helper A, went to the Garage that same year and was named a driver I in November, 1955.

Mr. Wathey joined Lago Aug. 1, 1935 as a clerk in the Lago Police Department. He was promoted to tradesman third class in November, 1935 and was subsequently named junior clerk II in January, 1937. He was advanced to junior clerk I in April of that year and became assistant chief watchman in September. Mr. Wathey was named a police second lieutenant in January, 1943, and was promoted to first lieutenant in March, 1952.

Mr. Young started with Lago as a laborer D in Mechanical-Yard June 8, 1942. He transferred to Mechanical-Paint that same year and had advanced through the positions of laborer C, B and A by the end of the year. In 1951 he was named painter yardman and was promoted to painter C in June, 1953. Mr. Young's promotion to painter B came in May, 1958.

Pump Leakage Is Under Study

Refinery Canvass Project Of Oil Loss Survey Team

The constant drip, drip, drip of a leaky water faucet has robbed more than one person out of a good night's sleep plus the extra cash it takes to pay the increased water bill. A leaky refinery pump may not disturb anyone's sleep, but it certainly costs the company money in unnecessary oil losses. Out of 581 hydrocarbon pumps recently surveyed in the refinery, a total of 510 barrels of oil was being lost daily through leakage. At that rate 182,500 barrels would go down the sewers in a year's time with a great deal not recoverable because of evaporation. And what is recoverable at the primary separator ends up as slop oil which requires further processing to make it salable.

So it all adds up to the fact that oil losses from such sources as leaky pumps ultimately reflect themselves in product prices.

Leaky pumps are by no means the greatest source of Lago's oil losses. But they do contribute toward the total 1,306,700 barrels of oil lost annually in the refinery.

The pump survey was one of the first projects the Oil Conservation Survey team undertook. Immediate action in stopping leakage was the first order. When B. W. Vigneault, on special assignment from the Mechanical Department, and E. Graff, a machinist A in Mechanical-Machinist, spotted a leaking pump they attempted to stop the leak by taking up the packing gland. If this didn't stop it then proper action was instituted to have the pump taken out of service and repaired as soon as it was feasible. Mr. Vigneault recorded the pump losses and made remedial recommendations based on data collected. Mr. Graff performed mechanical repairs practical in the field.

When the team came across a pump leaking isobutanes or lighter products they were assisted by T. M. Bacon of TSD-Laboratories, who measured the vapor losses. Because of the low boiling point of this type

RCA Receives Football Trophy in Park Awards

Trophies and prizes were presented to winners and runners-up teams in Lago Sport Park football and basketball leagues at ceremonies held Sunday, Feb. 7. The presentations were made by Public Relations Manager B. Teagle.

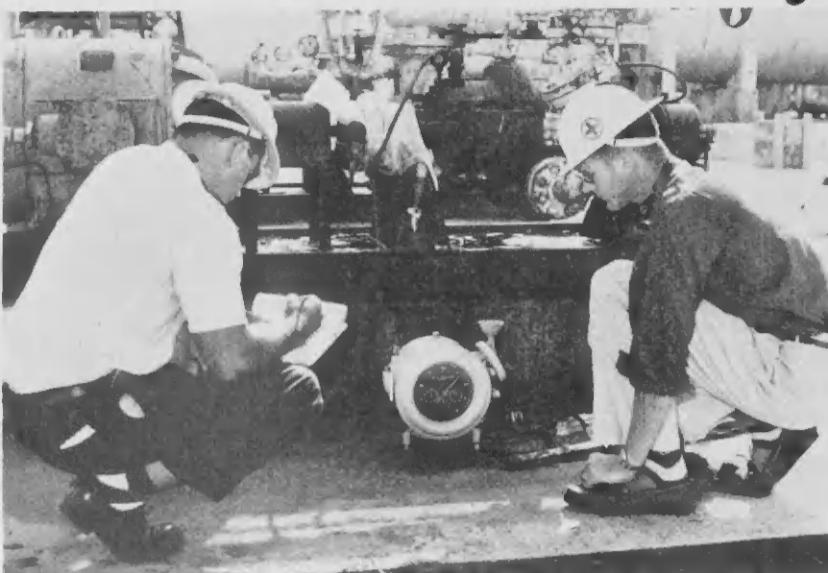
Twelve teams participated in the inter-departmental football league which started Oct. 9 and ended Nov. 15. Top team in the league was the combination from TSD Labs-Storehouse. Runners-up prize went to the Carpenter & Paint Craft team.

Footballers in the open tournament, which started Nov. 16 and wound up Jan. 29, saw the R.C.A. squad emerge as champions. Run-



A PLEASANT retirement was wished Charles W. Patterson, General Services-Crafts at a Jan. 29 luncheon. He retired Feb. 1. Left to right are F. Legenhausen, C. T. O. Nicholas, Mr. Patterson, V. C. Fuller, D. R. N. Young and H. F. Varlack.

BON DESEONAN na ocasion di su pensionamiento a worde extendi na Charles W. Patterson, General Services-Crafts un comida Jan. 29. El a retira Feb. 1. Di robez pa drechi ta F. Legenhausen, C. T. O. Nicholas, Sr. Patterson, V. C. Fuller, D. R. N. Young y H. F. Varlack.



ONE OF the first steps taken in Lago's Oil Conservation Survey was a personal inspection of hydrocarbon pumps to stop oil losses caused by leaky pumps. Checking an isobutane pump are B. W. Vigneault, left, who made the survey, and T. M. Bacon of TSD-Laboratories.

UN DI e promer pasonan tumá den e estudio na Lago pa conservacion di azeta tabata un inspeccion personal di pompan di hydrocarbons pa stop tur desperdicio di azeta causá door di pompan cu ta lek. Controlando un pomp di isobutane ta B. W. Vigneault, banda robez, kende a haci e estudio, y T. M. Bacon di TSD-Laboratories.

area and powerhouses. A re-survey will be started Feb. 15 so the pump team can determine what action has been taken to repair pumps and stop leakage that could not be done in the field. In this manner, and by educating employees in the importance of correct pump maintenance, the Oil Conservation Survey team hopes to bring losses through pump leakage to the absolute minimum.

Here are steps every employee working with hydrocarbon pumps can take to stop losses. Keep your eyes open for such losses. For a pump to be repaired it has to be reported. A very slight leak is necessary to lubricate most packing glands so that the pump WON'T overheat. Anything more than a

slight drippage should be checked at once by a machinist. He will probably take up the packing gland as the first remedy. It may be necessary to take the pump out of service so that more extensive repairs may be made in the shop. DON'T put this off! Every minute wasted means that much more oil down the sewers. So take the pump out of service as quickly as operations permit.

Out of all the pumps surveyed, one was leaking at a rate of forty-five barrels a day. That's 689,850 gallons of oil lost in one year by one pump alone! At least half of this is not recoverable and represents economic losses that could be avoided through paying attention to hydrocarbon pumps — every day!

Equipo Ta Studia

(Continua di pagina 1) esaki no stop e lek anto nan ta percura pa laga para e pomp pa dreche'le mas pronto posible. Sr. Vigneault ta registra e desperdicionan di e pomp y recomienda accion remedial basá ariba datanan colectá. Sr. Graf tabata haci e reparacion mecanico cu ta practico.

Ora e equipo topa un pomp cu ta lek isobutanes of productonan mas liher nan ta worde asisti door di T. M. Bacon di TSD-Laboratories, kende ta midi e perdida door di evaporacion haciendo uso di un aspirator. Pa motibo di e punto abao na cual e sorte di e producto aki ta herbe y su grado halto di evaporacion, e metodo convencional di midi usando un cylindro graduá y stop watch ta masha inexacto. Pa midi exactamente perdida di productonan liher, e gas ta worde chupá door di un test meter muhá y aki den su pasada ta worde midi. Un muestra ta worde capturá y hibá laboratorio pa determina e volumen di gas. Anto e laboratorio ta converti tur e cifranan den volumen di barril cu ta worde perdi pa dia.

Cambiando un cylindro graduá pa un koppi di un cuarto, cuaquier hen-de cu ta traha cu pomp por caba un argumento liheramente of haya bastante data pa hustifica reparacion mes ora. Tene cuenta di e tempo cu ta tuma pa e koppi yena. Si e yena den un minuut, anto e pomp ta lek ocho barril di azeta pa dia! E perdida ta seis barril si e koppi ta tres cuarto yen den un minuut, cuatro barril pa dia si e koppi ta mitar, dos si e koppi ta na un cuarto. Esaki ta bastante exacto pa un estudio oficial pero bastante exacto pa un operator tuma accion.

E equipo di estudio ta bisa cu solamente cerramento di un packing gland no ta un remedie infallible. Den algun caso e cerramento por causa e pomp di cayenta y resulta den un candela di flash. Pensa promer actua!

Service Watches Awarded to Eight During February

In Reception Center ceremonies Feb. 3, commemorative gold service watches were presented to seven twenty-five-year men by Vice-President W. A. Murray.

The seven long-service men are D. Fryback, administration; J. N. Fau-
cett Jr., field; M. Dijkhoff, boiler; I. Bislip, garage; and A. Willems, pipe, all of the Mechanical Department; C. E. Oduber, Process-LOF, and J. Werleman, Process-Receiving and Shipping (Wharves).

Present to witness the ceremonies and congratulate the watch recipients were approximately eighteen supervisors and management members.

Another service watch was forwarded to Aubrey L. Buckmire, formerly a cook in General Services-Dining Hall, who left Lago for his home in Grenada before it could be presented to him.

The eight watches awarded in February bring the total awarded since the plan was started to 793.

Trans Caribbean Begins New York To Aruba Flights

The inaugural flight of a Trans Caribbean Airways DC-6B to Aruba from New York-San Juan is scheduled to take place Thursday, Feb. 18, at 9:45 a.m. The touchdown at Princess Beatrix Airport marks the entry of a second airline into Aruba vying for Aruba-United States traffic.

Both the Civil Aeronautics Board in the United States and the island government of Aruba have sanctioned the move by Trans Caribbean to furnish passenger and cargo carrying service between Aruba and New York City via San Juan Puerto Rico. According to reliable sources the round-trip fare between Aruba and New York will be around \$140. The round-trip fare between Aruba and San Juan is reported to be \$50.

Official service is to begin Feb. 17 with the Trans Caribbean flight leaving at its regular time of 11:45 p.m. from New York. Arrival time at Aruba next morning, Feb. 18, will be 9:45. From here on, a flight will leave New York every Wednesday and Friday evening, stop at Puerto Rico and arrive at Aruba at 9:45 a.m. Thursdays and Saturdays.

Trans Caribbean is a division of Air Transportation Company of New York and was incorporated fifteen years ago. It has twenty-two weekly flights booked 92 per cent full on the average flight. An airline must base its rates on the average amount of passengers it books for its flights. This can account for bargain rates offered by some lines. Trans Caribbean will use the powerful DC-6B four-engined transports which cruise at about 340 miles an hour. Trans Caribbean is a member of IATA, International Association of Transport Airlines.

Flights will leave Aruba for San Juan and New York at 11 a.m. every Thursday and Saturday. Arrival time in New York has not been released. The line offers through service both ways.

Executives of Trans Caribbean and members of the press were slated to make the inaugural flight.

SERVICE AWARDS

20-Year Buttons

Mohamed Haniff	Accounting Dept.
Johannes Robert	Mech.-Mason
Valerio Kock	Mech. Scaffolders
Candido M. Janga	TSD-Lab. No. 1
Prudencio Semeleer	TSD-Lab. No. 3
Felipe Bikker	Gen. Serv.- Maint. & Serv.
William Illis	Gen. Serv.-Crafts
Toddles L. George	Medical Dept.
Jan Geerman	Yard
Obdulio J. Berg	Machinist
Henry J. J. Wilmoor	Mech.-Admin.
Horace C. S. G. Grant	Mech.-Admin.
Willem T. Muller	Stewards
Daniel Jackson	LOF

Aruba Welcomes Prince Bernhard



PRINCE BERNHARD arrived at Princess Beatrix Airport at 4:37 p.m., Jan. 22, aboard a KLM DC-6. He was met by high government officials, a Marine guard and loyal subjects.

PRINS BERNHARD a yega na Prinses Beatrix Vliegveld 4:37 p.m., Jan. 22, abordo di un DC-6 di KLM. El a worde saludá door di oficialnan halto di governo, un warda di honor di mariniers y ciudadanona leal.

The Jan. 22 visit to Aruba by His Royal Highness Prince Bernhard gave the royal visitor the opportunity to enjoy the facilities of the island's newest and most modern landmark — the new Aruba Caribbean Hotel. Most of the prince's official activities were centered at the hotel during his brief sixteen-hour stay.

His arrival at Princess Beatrix Airport — which he had named during his last visit to Aruba with Her Royal Highness Queen Juliana in 1955 — was marked by flag-waving well-wishers and rows of Dutch Marines standing rigid at attention. The prince was officially greeted by Gov. A. B. Speekenbrink, Prime Minister E. Jonckheer and Aruba's Lt. Gov. F. J. C. Beaujon as well as the commander of the Naval Forces of the Netherlands Antilles and other high-ranking military men. Prince Bernhard then inspected the troops.

(Continued on page 7)

E bishita Jan. 22 di Su Alteza Real Prins Bernhard na Aruba a duna e monarco Holandes = oportunidad pa goza di e facilidadnan di e edificio mas nobo y moderno na Aruba — Aruba Caribbean Hotel nobo. Mayoria di = actividadnan oficial di e prins tabata concentrá na hotel durante su permanencia breve di diez-seis ora. Su yegada na Prinses Beatrix Vliegveld — cual el a nombra durante su ultimo bishita na Aruba cu Su Mahestad Reina Juliana na 1955 — a tuma lugar entre multitudes cu ta zwaai bandera y un warda di honor di mariniers formando un warda di honor. E prins a worde saludá oficialmente door di Gobernador A. B. Speekenbrink, Promer Ministro E. Jonckheer y Gezaghebber di Aruba, F. J. C. Beaujon, door di comandante di forzanan naval na Antillas Holandes y otro oficialnan halto den servicio militar. Despues Prins Bernhard (Continua na pagina 7)



WITH LT. GOV. F. J. C. BEAUJON, Prince Bernhard proceeded to the new Aruba Caribbean Hotel. HUNTO CU Gezaghebber F. J. C. Beaujon Prins Bernhard = sigui mes ora pa Aruba Caribbean Hotel nobo.



RESPLendent IN his official uniform, Prince Bernhard reviews the Marine troops as they stiffly present arms in their crisp, brilliant white garb.

RESPLANDENTE DEN su uniform oficial, Prins Bernhard ta inspecta = trupanan di mariniers bistí na impecable blanco y presentando nan armanan brillante.



A FRIENDLY salute goes to the crowd of well-wishers who awaited Prince Bernhard's coming, above. He affixes his signature, below, to the hotel's register.

UN SALUDO amistoso ta bai pa un multitud di mirones cu tabata spera yegada di Prins Bernhard, abao. Abao, el ta firma su nomber den buki di huesped di e hotel.



AT THE hotel reception, Prince Bernhard greeted Mr. and Mrs. W. A. Murray, upper left; Mr. and Mrs. F. C. Donovan, upper right, and Mr. and Mrs. B. Teagle, lower left, who attended as representatives of Lago. More than 200 prominent personages were invited to the affair. Vice-President Murray joined Prince Bernhard at his table, lower right, for a chat.

DURANTE E recepcion na hotel Prins Bernhard a saluda Sr. y Sra. W. A. Murray, banda robez ariba; Sr. y Sra. F. C. Donovan, banda drechi, ariba, y Sr. y Sra. B. Teagle, mas abao banda robez, kende a atende como representantenan di Lago. Mas cu 200 personaje prominente a worde invitá. Durante curso di e recepcion Vice-Presidente Murray a uni su mes hundo cu Prins Bernhard na su mesa, abao banda drechi.



EVERYTHING HAS to be just right so that the blouse looks its best for fashion magazine pages.
TUR COS mester ta na orden den ultimo detaye asina cu e blusa ta musta a lo mejor ariba pagina di revista.



A LIGHT meter reading is taken by Jacques Simpson as he prepares to photograph the model.
JACQUES SIMPSON ta midi claridad di luz en preparacion pa fotografia un creacion di Macshore.



THE PRELIMINARIES over, Mr. Simpson checks his focus as the model strikes a classic fashion pose for the camera.
CU E preparacion termina, Sr. Simpson ta check su focus mientras e modelo ta tuma un pose clasico cu Mar Caribe como fondo.

Fashion Editors, Models Visit Aruba

U.S. Blouse Manufacturer Sponsors Press Junket

Sunny Aruba was the scene for Macshore Classics' yearly press junket for fashion editors. The U.S. blouse manufacturer sponsored the visit of eight leading fashion and women's page editors with the cooperation of the Aruba Caribbean Hotel and KLM.

Preceding the Jan. 19 visit by the ladies were two top New York City fashion models, Miss Daphne Bell and Miss Heather McKay, and Photographer Jacques Simpson, specialist in fashions. With this group was Miss Gayle U. Schofield, representing Macshore Classics' public relations agency, and Frank O. Muni, KLM public relations representative.

All guests were quartered in the new hotel where the latest Macshore fashions were shown and photographed with the new edifice dominating the background. The lady editors visited Lago Jan. 22 where they were taken on a short tour of several Seroe Colorado homes after passing through the refinery. They also visited the Lago Community Church accompanied by several employees' wives. Lunch was served in the pleasant atmosphere of the Esso Club. During the visit of His Royal Highness Prince Bernhard to Aruba, the lady editors were presented to the royal

(Continued on page 8)

Fabricante Americano di Blusa A Organiza Viaje

Isla di Aruba tabata e encena pa e viaje anual di periodista di moda cu ta worde auspiciá pa Macshore Classics. E fabricante Americano di blusa a auspicia e bishita di ocho sobresaliente periodista di moda y di revistanan femenina cu cooperacion di Aruba Caribbean Hotel y KLM.

Promer cu e damas a yega Jan. 19 a yega aki dos modelo sobresaliente di New York City, Sra. Daphne Bell y Sra. Heather McKay, y Fotografo Jacques Simpson, especialista den moda. Hundo cu e grupo aki tabata Sra. Gayle U. Schofield, representando e agencia di relaciones publicas di Macshore Classics, y Frank O. Muni, representante di relaciones publicas di KLM.

Tur e bishitantenan a keda den e hotel nobo unda e ultimo modanan di Macshore n worde munstrá y fotografiá cu e edificio nobo dominando den fondo. E periodistanan femenina a bishita Lago Jan. 22 unda nan a worde brindá un bishita na casnan di Seroe Colorado despues di pasa door di refineria. Tambe nan a bishita Lago Community Church acompanja pa esposanan di varios empleadonan. Comida a worde sirbi den e agradable am-

(Continua na pagina 7)



ARTISTIC PANELS of the hotel frame another lovely creation, above, of Macshore Classics. The lady journalists visited the Community Church patio, below, in Seroe Colorado.



ANOTHER LOVELY model is posed on the hotel's new pier. The clear Caribbean furnishes a perfect background for the new fashions.
UN OTRO modelo bunita ta posa arriba pier nobo di e hotel. Mar Caribe cu su awanan clia ta ofrece un fondo perfecto pa e modanan nobo.



SEROE COLORADO ladies were hosts to the fashion editors at a luncheon at the Esso Club.



THE TALK is all "Denver" as Mrs. R. W. Schlageter, left above, chats with Miss Gretchen Weber of the Denver Post. Chatting, below, with Miss Betty Barrett of the Hartford Courant, center, are Mrs. G. L. MacNutt, right, and Carol Learmont.

E CONVERSACION ta puramente "Denver" ora Sra. R. W. Schlageter, robez, arriba, ta combersa cu Sra. Gretchen Weber di Denver Post. Conversando, abao, cu Sra. Betty Barrett, centro, ta Sra. G. L. MacNutt y Carol Learmont.



DAMAS DI Seroe Colorado tabata huesped di periodistanan di moda na un comida na Esso Club.



Satchmo Presents Great Jazz Concert

(Continued from page 1)

portant, he has become a world diplomat by selling democracy on his world tours. On his international tours, the Satchmo insists on carrying a mixed band — one that's made up of Negro and white musicians. "Ain't nobody gonna call me intolerant," he quips.

The Armstrong group came to Aruba direct from an engagement in Miami, Florida. From Aruba they went to British Guiana for a one-night performance, then proceeded on to Trinidad for three days of concerts. Next stop was Barbados and then Curaçao. He winds up his Caribbean tour in Jamaica.

Approximately 1200 persons were in the grandstand at the Lago Sport Park concert with several hundreds more enjoying, but not seeing, the performance from behind the fencing. At the Esso Club, about 400 Armstrong fans attended the concert which was held in a night club-type atmosphere on the patio.



THE UNDISPUTED King of Jazz is Louis "Satchmo" Armstrong. E INDISCUTIBLE Rey di Jazz ta Louis "Satchmo" Armstrong.



"Musician no por retira, homber. Nos ta sigui supla te cu ultimo rosea." Y cu e contesta aki na, "Ki tempo bo ta bai warda e trompet ey pa semper Pops? un Louis Armstrong extremamente cansa a pone un fin na un di e enochinan mas memorable na Aruba.

Pa casi tres ora e anochi di Jan. 28, Satchmo y su grupo adepto a hiba 1600 na Sport Park y Esso Club pa medio di su conciertoan pa e terra di Jazz, Jazz, Jazz.

Cu su trompet color di oro halzad direccio di un cielo di Caribe yená di strea, Satchmo a hiba e multitud New Orleans, capital di jazz, ora el a presenta tal favorito manera "Saints Go Marching In," "Mahogany Hall Stomp" y "Basin Street Blues." Secando su frente cu su lenso di costumber, e embajador di jazz a vocaliza tal hitnan manera "Blueberry Hill" y "High Society."

Un verdadero actuador di calibre ta Velma Middleton, un dama

(Continua na pagina 8)



VELMA MIDDLETON may not be light, but she is light footed. VELMA MIDDLETON podiser no ta liher, pero su pianan si ta.



Marty Napolean



Trummy Young



"Peanuts" Hucko



Danny Barcelona



Mort Herbert

December CYI's Worth Fls. 1610 for 48 Ideas

During the month of December a total of Fls. 1610 was paid for forty-eight accepted suggestions as Lago's revised Coin Your Ideas plan got underway. The top awards were won by S. P. de Kort of the Mechanical Department and W. J. Diaz of the Process Department. Each received Fls. 100 for their accepted ideas. In addition to these winners, there were two Fls. 75, one Fls. 60 and four Fls. 50 awards among the top presentations.

Other winners follow:

Accounting	Fls. 20	LOF
Miss E. J. Johnson	Fls. 20	M. A. Khan Fls. 75 P-LOF. Install double block valves in 10" gas oil transfer line west of No. 1266 pump manifold.
General Services	Fls. 50	P. J. Singh Fls. 75 P-LOF-Acid Treating Plant. Replace metal graduated scales with black and white plastic scales.
M. Kransen	Fls. 50	F. P. Lejuez Fls. 30 D. Marques Fls. 25
G.S.-Comm. Commissary	Fls. 30	Utilities
guard on south wall on sales floor.	Fls. 25	M. Croes Fls. 50 (supplemental)
E. O. Arrindell	Fls. 30	P-Util-No. 1 P.H. Install an alarm to the low pressure compressed air system at the main compressor house.
L. Davidson	Fls. 25	H. Diaz Fls. 25 J. Gumbs Fls. 25 G. D. Stamper Fls. 20
V. M. Cilie	Fls. 20	Tech. Serv. Dept.
Marine	Fls. 30	EIG
A. H. Scott	Fls. 30	M. Reiziger Fls. 25
S. Fernandes	Fls. 30	J. B. Wix Fls. 25
E. B. Lewis	Fls. 30	K. W. Wong Fls. 25
C. A. Boekhoudt	Fls. 20	Lab No. 1
Mrs. E. N. Murray	Fls. 20	M. Young Fls. 35
N. P. De Breo	Fls. 20	Process
Mechanical	Fls. 20	W. J. Diaz Fls. 100
Admin.	Fls. 20	P-Util. Consider the use of Sylvania R-52 reflector lamp in Lago's high bay lighting areas.
F. A. Garrido	Fls. 20	UEG
Storehouse	Fls. 25	D. R. Christiaans Fls. 50
C. S. Gonzalez	Fls. 25	TSD-UEG. Discontinue calculations for curve on busiest day per week on telephone traffic charts.
G. W. Williams	Fls. 25	
O. R. Mitchell	Fls. 20	
Electrical	Fls. 100	
S. P. de Kort	(supplemental)	
TSD-EUG. Set up master megger & relay test sheet for all feeders in the refinery.		
E. O. Hunte	Fls. 60	
(supplemental)		
Mech.-Elec. Use tank lifter to remove tanks from O.C.B. Type FK-143-7.		
S. Werleman	Fls. 30	
K. I. Gittens	Fls. 25	
Instrument	Fls. 25	
A. S. Tromp	Fls. 25	
P. Kock	Fls. 25	
C. Holsman	Fls. 20	
Carpenter	Fls. 50	
E. M. Paula	Fls. 50	
Wooden jig to cut concave in foam		
Zone No. 3	Fls. 20	
J. P. Halley	Fls. 20	
Garage & Transp.		
J. L. Artsen	Fls. 20	
Machinist	Fls. 30	
G. Brown	Fls. 25	
J. L. Vaseur	Fls. 25	
R. Werleman	Fls. 25	
Metal Trades	Fls. 30	
W. J. E. Wilson	Fls. 30	
C. R. Gums	Fls. 20	
Yard	Fls. 25	
C. R. Yeung	Fls. 25	
D. Wernet	Fls. 25	
Medical	Fls. 20	
U. E. Gilhuys	Fls. 20	
Process	Fls. 20	
A&E		
H. Maduro	Fls. 30	
C&LE	Fls. 35	
A. Lo Fc Wong		

PERIODISTA FEMENINA

(Continua di pagina 5)

biente di Esso Club bishita di Su Alteza Real Prins Bernhard na Aruba, e periodistanan femenina a worde presentá na dje durante e recepcion na hotel. Otro puntonan saliente di e viaje tabata hacieento di compras, paseo over di e isla y bantamento na e bunita Palm Beach den cercania di e hotel. E grupo a sali pa Estados Unidos Dialuna, Jan. 25.

Miembra di prensa tabata Sra. Betty Barrett, periodista femenina di Hartford Courant na Hartford, Connecticut; Sra. Mary Lyons, assistant di e managing editor di This Week Magazine; Sra. Gloria Lister, periodista femenina asociada di Philadelphia Bulletin; Sra. Berta Mohr, redactora, Berta Mohr Fashion Syndicate, New York; Sra. Marian Rahl, redactora di moda di Bell Syndicate na New York; Sra. Gretchen Weber, periodista di moda di Denver Post; y Sra. Virginia Chumley, periodista di moda di Chattanooga News Free Press.

PRINCE BERNHARD

(Continued from page 4)

In the airport, a reception committee of government officials of the island of Aruba greeted the prince after which he proceeded to the new hotel. He was met at the lobby entrance by other high ranking Netherlands Antilles government officials and prominent citizens.

That evening more than 200 guests attended the prince's reception. Among the guests introduced to Prince Bernhard were Mr. and Mrs. W. A. Murray, Mr. and Mrs. F. C. Donovan, Mr. and Mrs. B. Teagle and Jan H. Beaujon, Aruba's sole possessor of the Silver Carnation. Mr. Beaujon is employed in the Industrial Relations Department.

The prince departed the next morning for Curaçao. A most impressive sight was his huge DC-6 KLM airliner being escorted away from the island by Marine military aircraft. Before coming to Aruba, Prince Bernhard had made a royal visit to Mexico.



FULLY EQUIPPED to go "Go Karting" is C. V. Leonard, assistant shift foreman in Process-Cracking, who is one of the charter members of the mini-racer fraternity. Believe it or not, the little two and one half horsepower engine can propel him at thirty miles an hour.

BON PREPARA pa sali cu su Go Kart ta C. V. Leonard, assistant shift foreman den Process-Cracking, kende ta un di e miembranan fundador di e organizacion di donjonan di e vehiculonan chikito. Si bo ta kere of no, e motor chikito di dos y mitar forza di cabai por mande'le na trinta milla pa ora.

Go, Go, Go Kart!

Flea-Sized Racers Big Hit

Motor sports enthusiasts, and the general public as well, may have picked up the note in the papers recently that a new type racing machine had been unveiled on the island. A small crowd was even on hand when the crated "cars" arrived by ship from New Orleans, Louisiana. What they expected to see when the cartons were opened

and the machines wheeled out — well, no one will ever know. Some laughed (they were odd little machines, to be sure), some just shook their heads, gave a tsk! and walked away. To those aficionados who had purchased the Simplex Karts, a bodiless miniature racing machine, this was rather disconcerting. So it looked like a child's toy (it is both a toy or a racer depending on one's age and enthusiasm for the sport), so its "mill" is in reality a one cylinder, two-cycle lawn mower motor, so it doesn't have a body, so what! Just try one. The author has. Man, you go, go, go!

Imagine being transported at a fair rate of speed with one's lowest extremity just a few inches off the ground. Imagine being propelled into a tight corner at nearly thirty-five miles an hour (nearly sixty kilometers) by a gasoline engine that only boasts two and one half horsepower keeping the accelerator smashed to the floor, foot off the brake and sliding through the corner and safely out again like being on the proverbial greased rail. That's Kartin' with a capital K. The kart craze hit the states about three years ago and is the biggest thing since Rock 'n Roll. Everybody's doing it.

The sport is cheap, safe and thrilling. You can race all day on forty cents worth of gas and oil. Tires cost just eight U.S. dollars apiece and last for several events.

So far there are about seventeen "racing" karts on the island. Most are in the hands of sports car racers in the Aruba Sports Car Club. They are working up a track near the old rifle range in Seroe Colorado and also plan to race at other locations.

Basically, a kart is a tubular steel frame carried on four small pneumatic-tired wheels. The wheelbase is usually forty-four inches and the total weight with the Clinton Panther engine is eighty-three pounds. Regular automotive theory is used in steering geometry and construction. The kart wheels are mounted on Timken roller bearings. The left rear wheel is driven by a chain attached to a centrifugal clutch. Most of the padding for the driver is supplied by himself although a "thin" plastic seat is provided. There are no springs and several hours racing produce black and blue bruises in the oddest places.

The Aruba Sports Car Club plans



THIS IS the heart of a kart. A two-stroke engine, this tiny "mill" puts out all of two-and-one-half horsepower.

ESAKI TA corazon di un Go Kart. Un motor di dos takto, e molina chikito aki ta desaroya henter dos y mitar forza di cabai. E deporte ta birando popular na Aruba.

to hold events as often as it is convenient to participants. The little racers can operate very effectively on courses as short as one tenth of a mile and are at home on dirt tracks as well as asphalt.



FRIENDS AND associates of Harold C. Wathey of the Lago Police Department honored him with a retirement luncheon Jan. 27. Left to right are W. G. Spitzer, S. Wathey, Mr. Wathey, F. W. Switzer, S. Dirkmaat and G. L. Philips.

AMIGO Y companjeronan di Harold C. Wathey di Lago Police Department a honre'le cu un comida di retiro Jan. 27. Di robez pa drechi ta W. G. Spitzer, S. Wathey, Sr. Wathey, F. W. Switzer, S. Dirkmaat y G. L. Philips. Sr. Wathey ta retira Feb. 1.

Pustumamento Di Go Kart A Yega Aruba

Entusiasten di auto di sport, y tambe publico general, podiser a leza den corant recientemente cu un estilo nobo di auto di careda a worde introduci na Aruba. Hasta tabatin un grupito chikito ora e autonan den fardo a yega cu bapor for di New Orleans, Louisiana. Loke nan a spera di mira ora a habrie e fardonan y e mashienan a sali afor, wel, ningun hende lo sabi. Algun a hari (en berdá nan tabata mashien chikito stranjo), algun a hiza nan schouder y cu un tsk! tsk! nan a camna bai. Pa e aficionadonan cu a cumpara e Simplex Karts, un mashien di careda sin body, esaki no tabata mucho placentro. Pues, e ta parce un cos di hunga (bien e ta un cos di hunga of un auto di careda dependiendo di e persona su edad y entusiasmo pa e sport). Su motor en efecto ta un motor di un cilindro y dos cyclo manera di un cortador di yerba. Body e no tin, pero no ta nada. Purba un di nan. E escritor a hacie'e. Homber, ta bai bo ta bai!

Imagina bo coriendo na un velocidad rapido cu bo atras solamente algun duim for di terra. Imagina bo ta drenta un lorada cu casi trinta y cinco milla pa ora (casi sesenta kilometer) door di un motor di gasoline cu ta duna solamente dos y mitar forza di cabai, cu e acelerator pegá ariba vloer, pia for di brake. Esaki ta "Karting" cu un hoofdletter K. E entusiasmo pa karting a estalla na Estados Unidos como tres anja pasá y e ta e cos mas grandi desde Rock 'n Roll. Tur hende ta hacie'e.

Sport Ta Barata

E sport ta barata, seguro y excitante. Bo por corre henter dia ariba cuarenta cents di gasoline y azeta. Tires ta costa seis dollar Americano y nan ta wanta pa varios evento. Drehamento? Nada dificil. Coi e welding torch mas cerca cu bo contra y dries bo ta cla.

Te awor tin como 17 karts na Aruba. Mayoria ta di donjonan di auto di careda den Aruba Sports Car Club. Nan ta formando un pista banda di rifle range bieuw na Seroe Colorado cu e intencion pa organiza careda aya tambe.

Basicamente un kart ta un frame curva di staal ariba cuatro tires. E base di wiel generalmente ta cuarenta y cuatro duim y e peso total cu e motor Clinton Panther ta ochenta y tres liber. Teoria automotivo regular ta worde usá den stuurwheel y construccion y e wielnaan ta monta ariba Timken roller bearings. E wiel robez banda patras ta worde empujá pa un cadena conectá na un clutch centrifugal. Mayoría di e cusinchi pa e chofer mester worde furni door di e chofer mes mas kin en un sienta di plastic fini. E no tin springs y varios ora di correimento ta resulta den plekki preto y blauw na a lugarnan mas raro.

Louis Armstrong

(Continua di pagina 6)

den grupo di Satchmo durante diez-cinco di su diez-siete anja den show business. Velma a canta y actua y a interpreta un baile cu a laga e multitud casi lora abao. Su duetonan cu Louis tabata clasico den nan mes.

No uno pa desprecia publicidad, Satchmo a laga cada un di su asistenten demonstra nan versatilidad. Mort Herbert a supla su bass grandi a todo forza y Danny Barcelona a haci su posible pa kibra e drums. "Peanuts" Mucko a pasa door di algun numero cayente ariba su clarinet y Trummy Young tabata sobresaliente ora el a habri ariba su trombone grandi. Na piano, cu comando total, tabata Marty Napoleon.

Pero a indiscutible estrella di e conciertan tabata Satchmo mes. Maske el ta yegando sesenta, e rey di jazz no ta munstra senjal di cansancio. Ora el ta actuando su energia ta parce inagotable. Fatiga ta tuma over solamente ora a show caba. Durante mas cu cuarenta y tres anja el ta interpretando jazz cu su trumpet. Su promer disco a worde graba na 1922 tempo cu el a actua den a famoso banda di color, King Oliver. Louis a scribi cancion y tambe a canta nan cu su stem skerpi. Pero mas importante, el a bira un diplomatico mundial bendiendo democracia ariba su paseonan den mundo. Ariba su viajenan internacional, Satchmo ta insisti ariba un banda mixto — uno cu ta consisti di musica conan di color y blanco. "Esey ta pa

ningun hende yama mi intolerante," el ta bisa.

E grupo di Armstrong a bini Aruba directamente for di un actuacion na Miami, Florida. For di Aruba nan a bai British Guiana pa actua un anochi y despues nan a sigui pa Trinidad pa tres dia di concierto. E proximo stopnan tabata Barbados y despues Curaçao.

Mas of menos 1200 persona tabata ariba tribuna di Lago Sport Park durante e concierto.

PRESS JUNKET

(Continued from page 5)

visitor during the hotel reception. Other highlights of the press junket were shopping tours, sightseeing trips and sunbathing on Aruba's beautiful Palm Beach fronting the hotel. The group departed for the U.S. Monday, Jan. 25.

Members of the press were Miss Betty Barrett, women's page editor of the Hartford Courant in Hartford, Connecticut; Miss Mary Lyons, assistant to the managing editor of This Week magazine; Mrs. Gloria Lister, associate women's page editor of the Philadelphia Bulletin; Miss Berta Mohr, editor, Berta Mohr Fashion Syndicate, New York; Miss Marian Rahl, Bell Syndicate fashion editor in New York; Miss Gretchen Weber, fashion editor of the Denver Post, and Miss Virginia Chumley, fashion editor of the Chattanooga News Free Press.

NEW ARRIVALS

January 7

MADURO, Estefan - Mech. Pipe; A daughter, Lucia FIGARO, Balbino P. - TSD Lab; A daughter, Glenda Theodora TYRREL, William E. - Acid & Edel; A daughter, Jacqueline Maxime Yvette HERNANDEZ, Frans - Mech. Yard; A son, Isidro

January 8

HASSELL, Thomas R. - Acid & Edel; A son, Paul Andrew ALBERTS, Epifanio - Rec. & Ship.; A daughter, Magaly Marylou BERMUDEZ, Domingo P. - Storehouse; A son, Rudolf Francisco

January 9

DOUGLAS, Ramon B. - Lago Commissary; A daughter, Sherry Carmelita

January 10

DUBLIN, William - Wholesale Commissary; Twin daughters, Jean Patricia and Joy Pamela

January 11

KAMPERVEEN, Gerardus A. L. - Electrical; A son, Mario Alberto SEMELEER, Carmelo G. - C&LE; A daughter, Mirta Benita KOOLMAN, Thomas A. - Mech. Mason; daughter, Sonia Magalisa

January 14

CROES, Agustin - LOF; A daughter, Anabel Eileen WERLEMAN, Jan F. - LOF; A daughter, Ludwina Hortencia

January 15

CROES, Francisco - Mason; A son, Francisco Benito HALMAN, Mathias E. - Metal Trades; A daughter, Carmen Valencia

ROCK, Mario - Rec. & Ship.; A son, Armando Rafael WEBB, Wilfred D. A. - Lago Police; A son, Howard Fairfield

January 17

MEYERS, George H. - Mech. Yard; A daughter, Yolanda Ortencia

CROES, Isidro - Acid & Edel; A son, Ricardo Heduvigis Servacio

LAREZ, Pedro P. - Mech. Paint; A daughter, Ludwina Maria

January 18

ROSA, Policarpio - Mech. Pipe; A daughter, DeCUBA, Esteban - Rec. & Ship.; Twin daughters

HART, Henrique A. - Mech. Mason; A daughter

SHARPE, Roberto A. - Accounting; A son, Roberto Antonio



GOOD FELLOWS got together Jan. 26 to toast P. W. Bryson, Mechanical-Pipe, who retired Feb. 1. Left to right are A. A. Blijden, Mr. Bryson, J. R. Proterra, J. C. Godett, G. A. Bennett and B. J. Bruever. BON AMIGONAN a encontra Jan. 26 pa toast P. W. Bryson, Mechanical-Pipe, kende a retira Feb. 1. Robez pa drechi ta A. A. Blijden, Sr. Bryson, J. R. Proterra, J. C. Godett, G. A. Bennett y B. J. Bruever.

January 20

MADURO, Dominico - Mech. Mason; A son, CHIN, Sing F. - Utilities; A daughter

JACOPUCCI, Narciso - Cracking; A son, Narsiso Ismael

ECURY, Hubert P. E. - Mech. Transp.; A son, Eugene Nicole

LEON, Aquiles R. - Accounting; A daughter, Xonia Xiomara

RAS, Jacobo - Pipe; A son, Michel Timoteo

January 23

RUIZ, Francisco S. - Accounting; A son, Francisco Leopold

LAKE, Gaston L. - Mech. Yard; A son, Antonio Leonardo

DIRKSZ, Bernardino - Mech. Pipe; A daughter, Silvia Elvira

January 27

ALBERTUS, Carlos F. - Rec. & Ship.; A son, Johannes Sigfried

EVERON, Luis B. - Rec. & Ship.; A daughter, Lourdes Angela

FRANKEN, Bertran - Esso Dining Hall; A son, Michael Virgilio

KOCK, Generoso - Lago Police; A son, Edwin Marcelino

QUANDUS, Aloysio - Mech. Welding; A son

1960 National League Baseball Schedule

	APRIL	PHILA.	PITTSBURGH	CINC.	MILWAUKEE	CHICAGO	ST. LOUIS	LOS ANG.	SAN FRAN.	APRIL	JULY	PHILA.	PITTSBURGH	CINC.	MILWAUKEE	CHICAGO	ST. LOUIS	LOS ANG.	SAN FRAN.	JULY
12-Tu	At Cinc.	At Milw.	At Pitts.	Pitts.	At L. A. (n)	At S. F.	At S. F.	At L. A. (n)	St. L.	12-Tu	8-F	Pitts. (n)	At Phila. (n)	At Milw. (n)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	9-Sat	
13-W	At Cinc.	At Cinc.	At Pitts.	At Pitts.	At Phila. (n)	At S. F. (n)	At S. F. (n)	At L. A. (n)	St. L.	13-W	9-Sat	Pitts. (n)	At Phila. (n)	At Milw. (n)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	10-Sun	
14-Th	At Milw. (n)	At Pitts. (n)	At Pitts.	At Pitts.	At Phila. (n)	At S. F. (n)	At S. F. (n)	At L. A. (n)	St. L.	14-Th	10-Sun	At Phila. (n)	At Milw. (n)	At Cinc. (n)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	11-M	
15-F	At Milw. (n)	At Cinc.	At Pitts.	At Pitts.	At Phila. (n)	At S. F. (n)	At S. F. (n)	At L. A. (n)	St. L.	15-F	11-M	At Phila. (n)	At Milw. (n)	At Cinc. (n)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	12-Tu	
16-Sat	At Milw. (n)	At Cinc.	At Pitts.	At Pitts.	At Phila. (n)	At S. F. (n)	At S. F. (n)	At L. A. (n)	St. L.	16-Sat	12-Tu	At Phila. (n)	At Milw. (n)	At Cinc. (n)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	13-V	
17-Sun	Milw.	Cinc. (2)	At Pitts. (2)	At Phila.	At S. F.	At L. A.	St. L.	Chic. (n)	St. L.	17-Sun	13-W	At Phila. (n)	At Milw. (n)	At Cinc. (n)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	14-Th	
18-M						At S. F. (n)	At L. A. (n)	At S. F. (n)	St. L.	18-M	14-Th	At Phila. (n)	At Milw. (n)	At Cinc. (n)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	15-F	
19-Tu	At Pitts. (n)	Phil. (n)	At Pitts. (n)	At Pitts.	At Phila. (n)	Cinc. (n)	Cinc. (n)	Cinc. (n)	L. A.	19-Tu	15-F	At Phila. (n)	At Milw. (n)	At Cinc. (n)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	16-Sat	
20-W	At Pitts. (n)	Phil. (n)	At Pitts. (n)	At Pitts.	At Phila. (n)	At Pitts. (n)	At Pitts. (n)	At Pitts. (n)	L. A.	20-W	21-Th	At Phila. (n)	At Milw. (n)	At Cinc. (n)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	17-Sun	
21-Th	At Pitts. (n)	Phil. (n)	At Pitts. (n)	At Pitts.	At Phila. (n)	At Pitts. (n)	At Pitts. (n)	At Pitts. (n)	L. A.	21-Th	22-F	At Phila. (n)	At Milw. (n)	At Cinc. (n)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	18-M	
22-F	Cinc. (n)	At Pitts. (n)	At Pitts. (n)	At Pitts.	At Phila. (n)	At Pitts. (n)	At Pitts. (n)	At Pitts. (n)	L. A.	22-F	23-Sat	At Phila. (n)	At Milw. (n)	At Cinc. (n)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	19-Tu	
23-Sat	At Pitts. (n)	At Pitts. (n)	At Pitts.	At Pitts.	At Phila. (n)	At Pitts. (n)	At Pitts. (n)	At Pitts. (n)	L. A.	23-Sat	24-Sun	At Phila. (n)	At Milw. (n)	At Cinc. (n)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	20-W	
24-Sun	Cinc. (2)	Milw.	At Phila. (2)	At Pitts.	At Phila. (2)	S. F.	S. F. (n)	S. F. (n)	At L. A. (n)	24-Sun	25-M	At Phila. (2)	At Milw. (2)	At Cinc. (2)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	21-Th	
25-M	Pitts. (n)	At Phila. (n)	At Phila. (n)	At Pitts.	At Phila. (n)	Milw. (n)	At Cinc. (n)	At Cinc. (n)	At L. A. (n)	25-M	26-Tu	At Phila. (2)	At Milw. (2)	At Cinc. (2)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	22-F	
26-Tu	Pitts. (n)	At Phila. (n)	At Phila. (n)	At Pitts.	At Phila. (n)	Cinc. (n)	Cinc. (n)	Cinc. (n)	At L. A. (n)	26-Tu	27-W	At Phila. (2)	At Milw. (2)	At Cinc. (2)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	23-Sat	
27-W	Pitts. (n)	At Phila. (n)	At Phila. (n)	At Pitts.	At Phila. (n)	At Pitts. (n)	At Pitts. (n)	At Pitts. (n)	At L. A. (n)	27-W	28-Th	At Phila. (2)	At Milw. (2)	At Cinc. (2)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	24-Sun	
28-Th	Pitts. (n)	At Phila. (n)	At Phila. (n)	At Pitts.	At Phila. (n)	At Pitts. (n)	At Pitts. (n)	At Pitts. (n)	At L. A. (n)	28-Th	29-F	At Phila. (2)	At Milw. (2)	At Cinc. (2)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	25-M	
29-F	At Milw. (n)	At Cinc. (n)	At Cinc. (n)	At Pitts.	At Phila. (n)	At Pitts. (n)	At Pitts. (n)	At Pitts. (n)	At L. A. (n)	29-F	30-Sat	At Phila. (2)	At Milw. (2)	At Cinc. (2)	At S. F.	At L. A. (n)	St. L. (n)	Chic. (n)	26-F	
30-Sat	At Milw.																			